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GOVERNOR URGED NOT TO SIGN BILL

(Continued from First Page.)

lutional and wrong in theory. He could conceive of no good reason, he said, why the roadbed should be taken as a unit for a division of taxes on such a thing as rolling stock. The two, he said, bear no relation to each other, and cannot be correlated.

An Unheard of Anomaly.
"In the \$125 tax rate of Roanoke," said Attorney Graves, "is included 25 cents for the public schools of the city. The bill proposes to levy this rate upon the rolling stock of the entire Norfolk and Western system, and to distribute it then among the counties, cities, towns and school districts of the State on the basis of the value of the roadbed they contain. It proposes, in other words, the unheard of anomaly of a State school tax levy for local distribution, which is in violation of another section of the Constitution forbidding general taxation for local purposes."

On the ground of expediency, thought Mr. Graves, the law is likewise open to serious objection. More than one-fourth of the entire revenue of the city of Roanoke, he said, would be wiped out if the bill became law. He went over the arguments presented before the House and Senate committees to show that the counties are already receiving the lion's share of the income from the railroads, and that the cities are entitled to the rolling stock tax because of their service as centers to the roads, and because they furnish practically all the fire and police protection to the rolling stock on sidetrack.

Cannot Meet Argument.
Speaker Richard Evelyn Byrd, arguing for the enactment of the bill, law, admitted at the outset that he was unable to meet the constitutional point raised by the opposition. He was present, he said, on behalf of Martin Williams, who was very much interested in the passage of the bill in the House, and had come unprepared to argue its constitutionality.

It seemed to him that the State could step in, and by virtue of its sovereign power, validate any scheme of collection and distribution it chose to put into effect. Since it was generally admitted that the General Assembly of 1912 was given power by the Constitutional Convention, to frame a law reappropriating the rolling stock tax, it seemed to Mr. Byrd, that it might with equal propriety select its own plan of levying and distributing the tax.

I am not in a position to answer the constitutional objections raised by the opposition," said Mr. Byrd. "It would be useless for me to attempt it, and I may as well admit it."

Veto Would Hurt Norfolk.
Attorney J. Massie, of Newport News, directed the Governor's attention to the clause in the bill which extends its provisions to electric railways operating suburban lines.

To veto the bill because of its unconstitutionality as regards the railroads, he said, would mean of course the death of the clause taxing electric railways, against which no objection had been entered. This would mean, he said, that the city of Richmond would continue to enjoy the taxes on the rolling stock used by the Great Northern Company in Norfolk, since

LEGISLATIVE COMMENT

By LEWIS H. MACHEN.

THE AFTERMATH

The halls of the State Senate and the House of Delegates yesterday looked as though both bodies had been in the throes of a free fight, in which waste baskets full of loose bills had been emptied. As a matter of fact, both would have held two nominal sessions yesterday to dispose of routine matters. At one time the Lieutenant-Governor and two Senators constituted the upper house, and the Speaker and two Delegates were the whole of what the Constitution calls the more numerous branch of the State Legislature. At other times a dozen or so members of both houses straggled in and out of the desolate chambers, that so recently resounded with the reverberations of wordy warfare.

Among other reasons for this nominal extension of the session is the necessity that the Lieutenant-Governor and the Speaker of the House should sign enrolled bills in the presence of the bodies over which they respectively preside. All during the session, whatever may have been the business before the two houses, it was necessary for it to be suspended from time to time, to enable these presiding officers to sign the bills, while the clerk solemnly read out the titles. After each performance of this kind, it was impossible for any member to say exactly what bills had been signed. This constitutional provision was presumably intended to pre-empt the possibility that a bill which the Legislature had not passed would be signed. It is not known that such a thing ever occurred in the history of Virginia. No one ever supposed that the President of the Senate or the Speaker of the House would be guilty of such a wrong intentionally, and if he were inclined, he could commit the crime as well under the new system as under the old. If it was an unintentional mistake that was sought to be avoided, it appeared that there is a great likelihood of its occurring under the present plan than if the bills could first be examined by the presiding officers in private and at leisure. However, this is only one of many inexplicable things to be found in the legislative chapter of the new Constitution.

While only a few of the members of the two houses remain to see the finishing touches put upon their work, these few are generally in trepidation lest they may have disclosed to their bewildered gaze some joker that had crept into an apparently innocent measure, or some fateful omission which might render some important law inoperative. For example, after the Legislature adjourned in 1906, it was discovered that a bill which undertook to fix the commencement of

under the recent Gould consolidation the car lines in both cities are operated by one company, whose home office is in Richmond.

An analogous result would follow in Newport News, he said. The electric lines of that city are owned by a corporation, the home office of which is located in Elizabeth City county. To veto the law, said Mr. Massie, would mean that the county of Elizabeth City would continue to enjoy the tax on rolling stock polled and protected from fire, by the city of Newport News.

To Let the Courts Decide.
S. H. Evans, member of the House from Caroline county, took the stand that most of the points brought out at the committee meetings and on the floors of both houses, and that the Governor should therefore sign the bill and leave it to the courts to decide as to its constitutionality.

To this it was objected by the opposition that a decision could not be secured in time to prevent the loss of a year's revenue. Secretary William M. Martin, of the Petersburg Chamber of Commerce, was a member of the delegation appearing against the bill. Governor Mann admitted that the bill would place the State in the position of levying taxes on the same class of subjects at different rates, but reserved decision until he has had time to examine further into the matter. He will probably deliver an opinion on the bill to-morrow.

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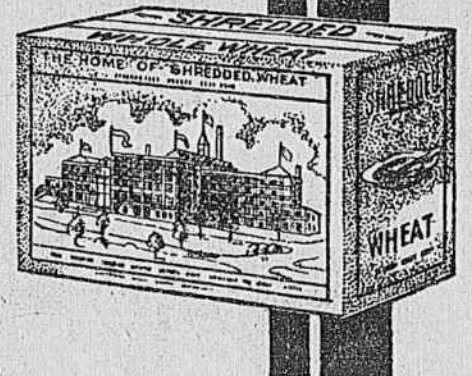
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the following account of his ex-

plorations:
"On leaving Franklin, our winter camp, we went south to 59 degrees, following the track of the pole party. Then we turned east for sixty miles. On reaching the meridian at Cape Colbeck, we went north 120 miles. We saw no trace of land there, nothing but ice and snow, level with the top of the ice barrier 150 feet above the sea. It was splendid, easy running for our two sledges and our skis.

After covering twenty miles, we came to the boundary of King Edward VII. Land, laid down by Captain Scott at 75 degrees south. There we mounted 1,000 feet in fifteen miles, and on November 24 overlooked Ross Sea. It was free of ice, except drift ice, and easily navigable.

"Going north seventy miles over the plateau, we came to bare rocks about 1,500 feet high, exactly as Scott described. Running away eastward was a low range of hills, called by Scott the Alexandra Mountains.

"We returned to our base camp on Christmas eve, and on January 11, the Fram appeared, the most welcome sight we had seen for a long time.

"The pole party returned on January 25, but the Fram was driven off the coast by bad weather, and we did not get away until January 30.

"Captain Amundsen is a great leader, with wonderful energy, foresight and organizing ability. The way he worked was wonderful, and every detail was the outcome of careful thought."

One of Lieutenant Prestreud's two companions was Johannsen, who went with Nansen, farthest North. Chatting with me he said: "Captain Amundsen is a great explorer and has done wonderful work."

Helmer Hansen, one of the four men who accompanied Captain Amundsen to the pole, is described by Amundsen as the best dog driver he ever saw.

Bjaland is a wonderful ski runner, and with Hansen, contributed much to the success of the expedition.

"It was not very cold," said Oscar Wisting.

Wore Ordinary Clothes.
"I have felt it as cold in Christiania. We started with furs, but soon laid them aside, and except at night wore only our ordinary clothes. Still, we should never have got through without plenty of dogs nor without Captain Amundsen."

Sverre Hassel, another of the men who accompanied Amundsen to the pole, fully bore out Wisting's statement. He said:

"It was not very cold and near the pole itself we experienced fine weather. I have known it colder in Christiania. Without the dogs, however, we could not have got through and kept up our food supplies. Dog flesh is not the worst kind of food. The dogs are very ready to eat each other, and indeed, they are sometimes fonder of their companions dead than alive.

"Captain Amundsen is a wonderful man. We could never have accomplished the journey without him."

As an example of the perfection of Captain Amundsen's organization, may be mentioned the arrangement he planned for finding the food depots. On each side he erected for some distance a line of snow cairns bearing numbered flags, so that if the party were off the proper track it would know, on striking one of the cairns, which way to go to find the depot.

To-day I have seen Captain Amundsen's chart on which a thin red line a few inches long across the sheet of paper represents the permanent record of the 300 miles over which the party made its way to the pole.

Starting from the base camp at Framheim, the line runs straight southward over the vast ice plain lying behind the great ice barrier until it reaches the spot where the ascent was begun to the high land toward the pole. There the red line suddenly bends eastward and indicating the place where the Hilsberg Glacier offered a good route over the mountain barrier. Then the line runs due south again till a little dot shows the goal of the long voyage from the far north of Europe and of so much toil and heroic endeavor.

The Fram is still anchored in the river—a comfortable, roomy vessel, heavily laden and drawing eighteen feet of water. A striking feature is the ship's absolute cleanliness, though the decks—large, powerful animals, with furry noses, pointed ears and of most varied color—have the free run of the decks, where they feed on stock fish and quarrel to their hearts' content.

Every man on the Fram has his own

cabin, a little box six feet by six feet. The officers and men have separate quarters, well warmed and lighted and made very comfortable.

In the officers' quarters is a piano, decorated with stenciled work representing flowers, presented by the women of Norway. Captain Amundsen's birthplace. There are also other touches of home.

Captain Amundsen's own room, which formerly was occupied by Captain Nansen, is very much a replica of the others, but a little larger. It contains charts showing the route to the pole and sketches of how the depots and cairns were laid down and how the observations of fixing the pole were carried out.

Canary Made Journey.
In the seamen's quarters there is a canary named Fridtjof, which accompanied the Fram all through the voyage since the vessel left Norway.

The Fram's motive power is supplied by an eighty-horsepower Drexel petroleum engine. Chief Engineer Suderok says it has not once gone wrong in the course of the voyage. Several visitors from shore were allowed on board the Fram to-day for the first time since the vessel's arrival. The crew will have a chance of getting a run ashore in the next few days. None seems to have suffered. The four men who accompanied Captain Amundsen are all bronzed and healthy and do not appear to have suffered any ill effects. The dogs which returned from the pole trip also look well.

A dinner was given in honor of Amundsen to-night by the Norwegian consul here, Admiral King-Hall, representative of the government and the Royal Society, and the consuls for France, the United States, the Netherlands, Sweden and Germany were also present. Much enthusiasm was displayed.

MISS DOCK TO TALK AT SUFFRAGE HEADQUARTERS

Miss Dock is one of the first writers of the day on sociological questions and is famous for her success as a settlement worker and a lecturer on social and scientific questions. Members of the league are glad to give others an opportunity to hear an American woman who is an authority in her profession.

As a result of visits paid Fredericksburg and Alexandria last week excellent leagues were formed at both places. Miss Janetta Pishue, of Fredericksburg, and Mrs. Kate Waller Barrett, both presidents of these latest formed suffrage organizations.

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